

STEVE GREENBERG

Secretary Vernon Williams
U.S. Surface Transportation Board
395 E Street SW
Washington DC

1/8/08

Dear Secretary Williams:

I am writing to express my staunch opposition to Canadian National Railroad's proposed acquisition of the Elgin, Joliet & Eastern Railway Company (EJ&E) because of the disastrous consequences this deal would have on Chicago's northwest suburbs (Docket #35087).

Canadian National has publicly stated that they intend to use the EJ&E tracks to bypass Chicago. By Canadian National's own estimates, this will result in 20 trains per day using those tracks, as opposed to the 3-5 trains per day now. That is a 400-500% increase in freight train traffic going through such busy and populated areas as Barrington and Lake Zurich.

The automobile traffic situation in these areas is already dire. Thousands of vehicles, including school buses, ambulances and fire engines cross EJ&E tracks every day. According to the Illinois Commerce Commission there are 133 public highway-rail grade crossings on the EJ&E line. Many of the crossings are at major roads that will come to a screeching halt for up to 10 minutes over 20 times a day if the sale goes through.

Such a drastic increase in freight train traffic would not only cause an already terrible traffic situation to seriously deteriorate, but it could cost lives when first responders are stuck waiting for a freight train to pass. Please also consider the potentially tragic consequence of combining street-level railroad crossings, 20 high speed freight trains daily and the hundreds of young children who live near the railroad tracks and cross them on a routine basis.

In addition to safety and traffic concerns, such a drastic increase in freight traffic would hurt the area via noise and environmental pollution. Freight trains are very loud and would disturb quiet neighborhoods throughout all hours of the day and night. A significant increase in the number of freight trains moving through the area per day, as well as the increase in emissions from stopped cars while they wait for the trains to pass would also seriously diminish the region's air quality.

With all of the aforementioned negative consequences of Canadian National's purchase of the EJ&E, the value of local houses and businesses will certainly diminish if the deal is approved.

Finally, the long planned and much needed commuter rail Metra "STAR" line is slated to use the EJ&E tracks. The Metra "STAR" line would ease the region's constant traffic congestion by providing 1.2 million wage-earners with an alternative to driving to work. Fewer cars on the

road would greatly decrease the amount of carbon emissions and enhance the region's air quality. Allowing Canadian National to purchase the predominantly single-tracked EJ&E would jeopardize the STAR line's viability and effectiveness. Cramming over 20 freight trains and numerous commuter trains a day onto a single track is nearly impossible and would certainly result in long delays for both the STAR line and the freight trains.

As I detailed above, allowing Canadian National to purchase the EJ&E line would be disastrous for the public safety, environment and traffic flow of the neighborhoods the EJ&E passes through. I implore you not to approve this deal. Mindless growth and expansion that benefits a company's (a foreign company nonetheless) bottom line at the expense of the safety and quality of life of entire communities is a terrible policy that sets a dangerous precedent.

Thank you for inviting public comment on this matter. Such an important decision should not be made behind closed doors, but out in public for all to see. Again, I urge you to refuse to approve Canadian National's acquisition of the EJ&E due to the incredibly negative impact this deal would have on Chicago's northwest suburbs.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Greenberg". The signature is fluid and cursive, with the first name "Steve" and last name "Greenberg" clearly distinguishable.

Steve Greenberg
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Freight Train Traffic to Quadruple in Northwest Suburbs

Melissa Bean has 146,000 reasons why she isn't doing anything

► FOR IMMEDIATE RELEASE

► FOR INFORMATION: Brad Goodman (847) 726-0808; brad@greenbergforcongress.com

Canadian National Railroad, Illinois Central Railroad, US Steel and the lobbying firms hired by Canadian National each have a financial interest in Canadian National's purchase of the Elgin, Joliet & Eastern Railroad. Combined, these companies have funneled over \$146,000 to Melissa Bean during the past three years by contributing to the campaigns of other members of Congress who then passed the money on to Bean (see attached). Bean has rewarded these big corporations by turning her back on her constituents and not opposing Canadian National's purchase of the Elgin, Joliet & Eastern Railroad.

LAKE ZURICH 12/26/07 – With the proposed buyout of the Elgin, Joliet & Eastern Railroad by Canadian National Railroad, freight train traffic in Illinois' 8th Congressional district will quadruple according to Canadian National estimates. The line, which currently carries 3-5 freight trains per day, would increase to carrying over 20 freight trains per day. This increase would exacerbate an already congested traffic situation in the region, endanger the lives of hundreds of children who live near the tracks, increase noise and environmental pollution and decrease the effectiveness of first responders who need to cross those tracks as quickly as possible to save lives.

Despite the extremely negative impact Canadian National's buyout of the Elgin, Joliet & Eastern Railroad would have on her constituents, Melissa Bean, who has received over \$146,000 from the big corporations with a financial interest in this deal, sent a letter to the Surface Transportation Board simply requesting hearings and discussion of the matter. Meanwhile, Republican candidate for Congress, Steve Greenberg sent a letter (see attached) to the Surface Transportation Board stating his staunch opposition to the plan.

"Canadian National's purchase of the EJ&E would so negatively impact quality of life in the Northwest Suburbs, how could Melissa Bean take any position other than strongly opposing the deal?" Greenberg said. "It's not hard to connect the dots between Bean, the big corporations behind this deal and their contributions to Congressional candidates that eventually found their way into Melissa Bean's campaign fund. If Bean will sell her neighbors in Barrington out to the big corporations who fund her campaigns, it's frightening to think how she treats the rest of her district," Greenberg concluded.

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Paid for by Greenberg for Congress